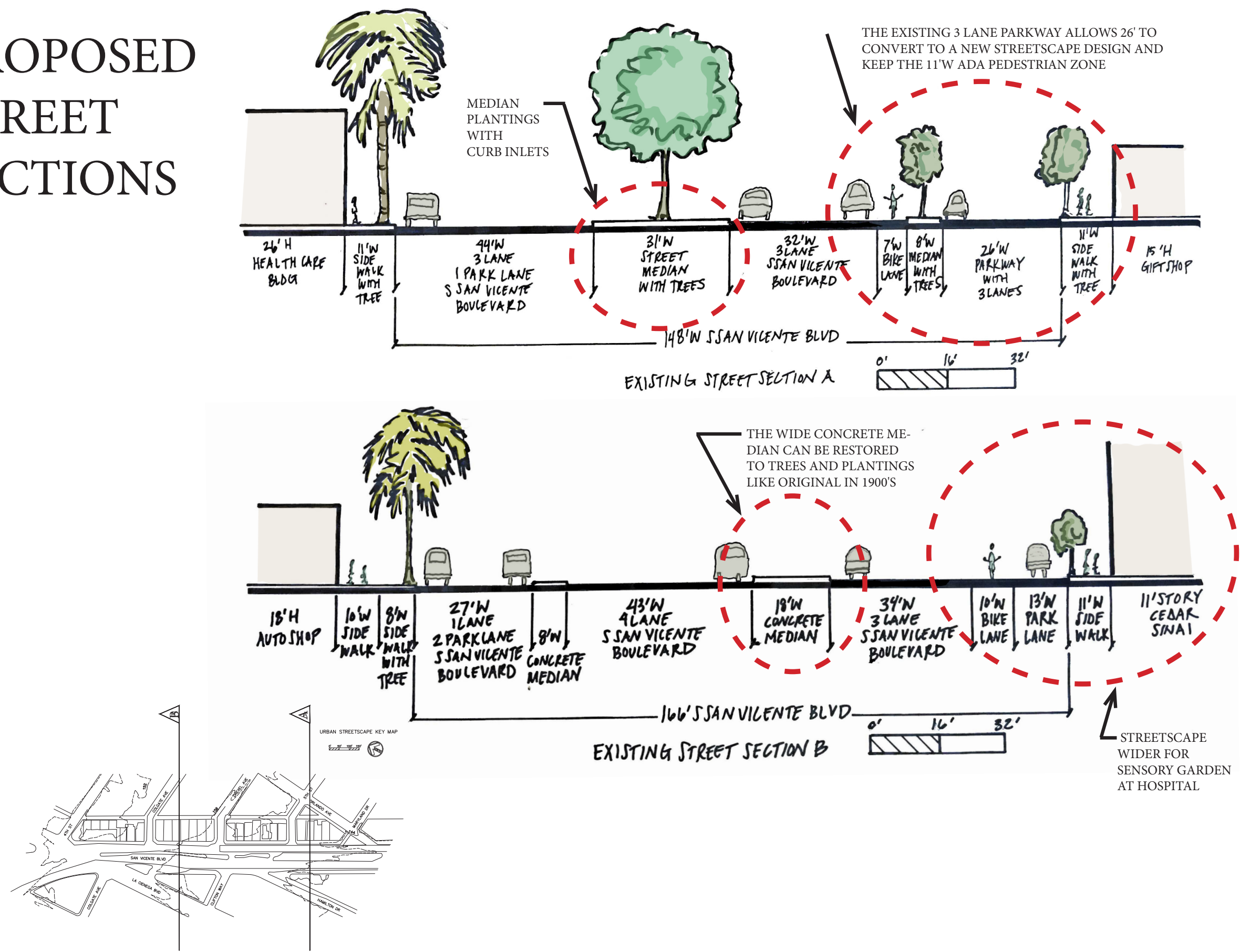


URBAN STREETScape: THE ACTIVE AND SUSTAINABLE ORDER OF GREEN STREETScape DESIGN

This project proposes to transform a car-dominated, unhealthy, commercial corridor to a pedestrian friendly streetscape using low-impact development, outdoor gardens, seating areas, water management practices and sustainable infrastructure.



PROPOSED STREET SECTIONS



GOALS

IMPROVE STREETScape

INTEGRATE SUSTAINABILITY

CONNECT COMMUNITY

CALM TRAFFIC

OBJECTIVES

- CONTEXT SENSITIVE DESIGN
- VIBRANT STREETS
- ECONOMIC REVITALIZATION
- COMMUNITY
- ADA PEDESTRIAN ZONES
- AMENITY ZONES
- OUTDOOR GARDENS/ INFILTRATION
- GREEN SUSTAINABLE INFRASTRUCTURE
- GROUND WATER RECHARGE
- SHADE CANOPIES
- GREEN STREETScape DESIGN
- PERMEABLE PAVING INTERSECTIONS
- PERMEABLE PARKING LOTS
- STORMWATER CURB INLETS
- WATER SUSTAINABLE PLANTINGS
- OPTIMAL CO2 SEQUESTRATION
- COMMUNITY ENHANCEMENT
- ADA ACCESSIBLE ZONES
- SAFER BIKE ROUTES
- MORE WALKABLE
- COMMUNITY CONNECTIVITY
- TRANSIT BUS HUB
- SAFER STREETS
- SLOWER ROAD SPEEDS
- SIDEWALK WIDENING
- WALKABLE ZONES
- 3 LESS LANES

JUSTIFICATION

IMPROVE STREETScape

"Complete streets is where the pedestrian, the driver, the cyclist, and transit users all have a stake." The pedestrian zone is for ADA and users of all abilities. "America simply does not have enough good streets to meet the demand for them." "Street Design" by Victor Dover and John Massengale



Frontage Zone Pedestrian Zone Amenity Zone

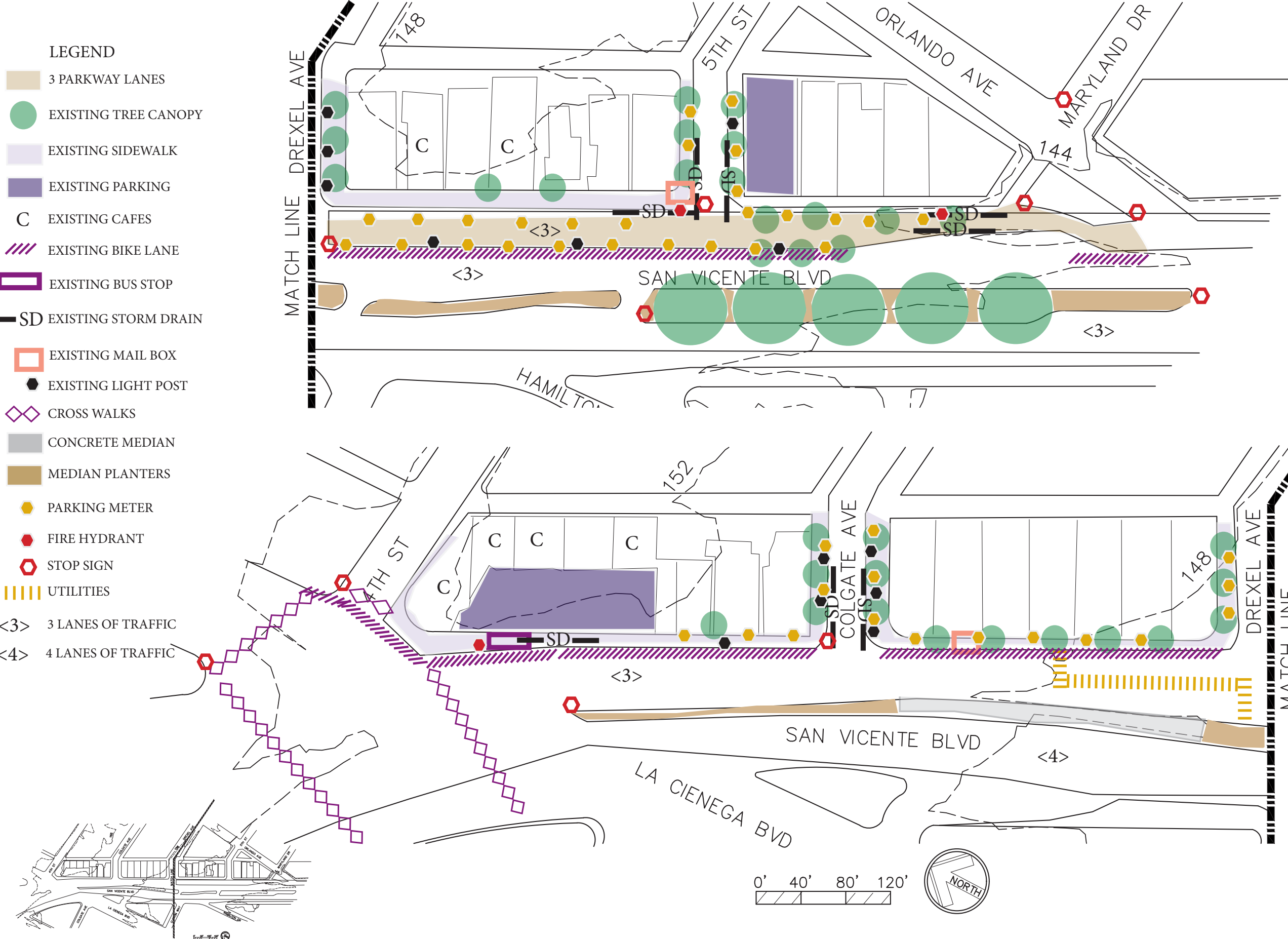
LOCATION



PROJECT ADDRESS :
516 S San Vicente Blvd,
Los Angeles, Ca 90048
Continuing Through 4 City
Blocks To:
400 S San Vicente Blvd,
Los Angeles, Ca 90048

AERIAL OF SAN VICENTE BLVD - NTS
3.8 ACRES
.34 MILES LONG

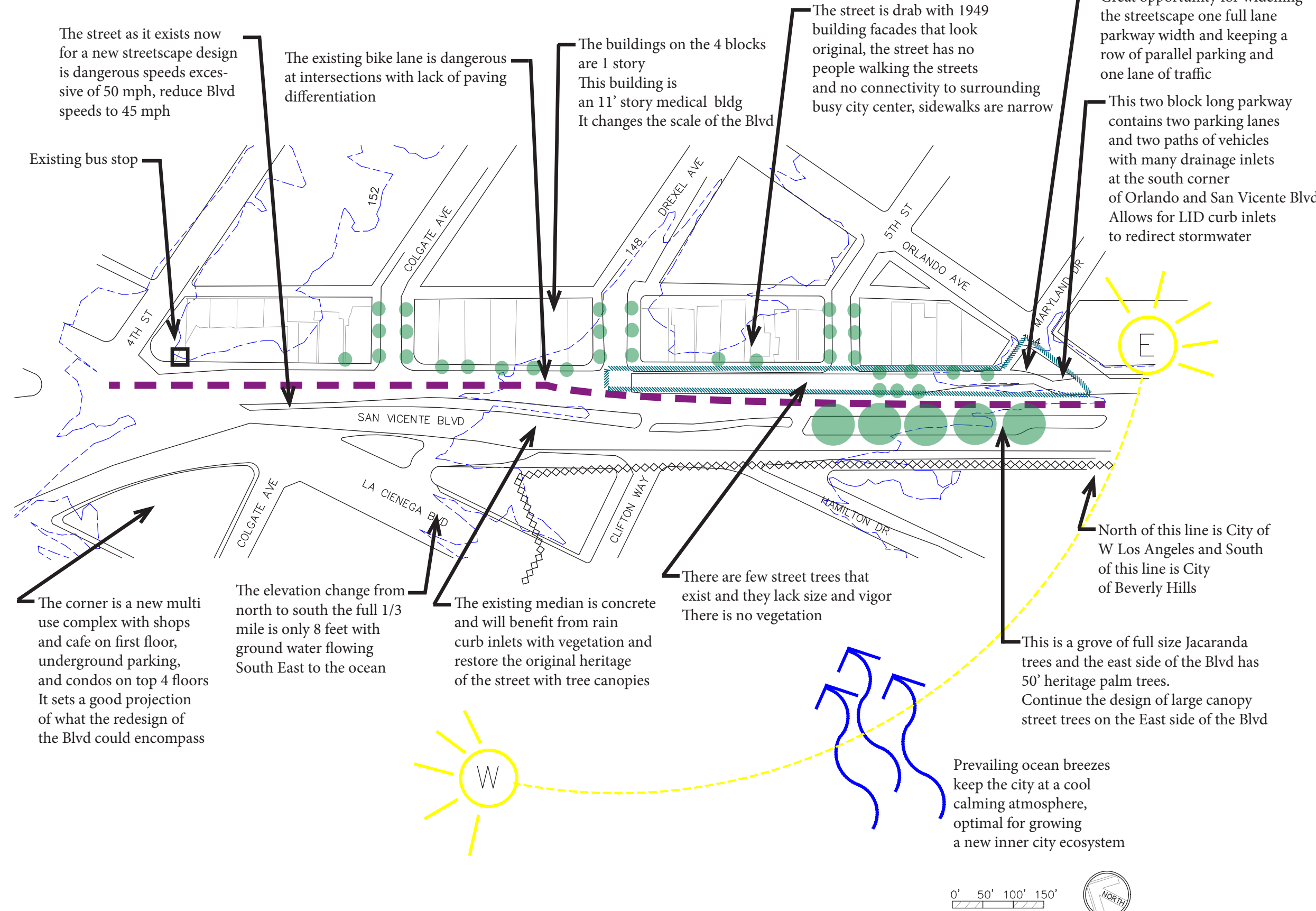
SITE INVENTORY



SITE PHOTOS



SITE ANALYSIS



S SAN VICENTE TIMELINE

1905	1922	1928	1940	1952	1961	1976	2021
San Vicente was paved 1906 to a 130 foot wide street, stretching from Wilshire Blvd to the sea.	Intersection of Wilshire Blvd and San Vicente. Originally the San Vicente line of the Pacific Electric Railway.	New Carthay Circle Theatre in Carthay Center in the heart of the exclusive Wilshire residential district of Los Angeles.	Wilshire and S San Vicente Blvd lined with some of the most finest hotels, restaurants, and boutiques in the city.	La Cienega and San Vicente Blvd Photo. The Pacific Electric Railway 1911 to 1940 with \$1 round trip from downtown to the coast.	The Los Angeles County Museum of Art is an art museum located on Wilshire Blvd in the Miracle Mile vicinity of Los Angeles.	Cedars Lebanon Hospital and Mount Sinai Hospital merged in 1961 to form Cedars-Sinai Medical Center in response to community needs for improved and extended health services.	Between Olympic Blvd and La Brea Ave, bike lane in the works for 1.2 miles of San Vicente Blvd.

INTEGRATE SUSTAINABILITY

Improve street watershed quality per the Clean Water Act of 1948, keeping the water run off minimal on the streets and infiltrate into the ground through curb inlets and rain gardens. Water in WLA is a toxic slew of chemicals by the time it reaches the ocean through storm drains.

RESTORE HISTORY TO STREET

In 1926 San Vicente was one of the finest drives in the country. Prior to being paved in 1906 Pacific Electric Railway ran down the center of the 130' wide tree lined boulevard. Photo: 1952 Corner of San Vicente Blvd and La Cienega

CALM TRAFFIC

The road speeds are excessive and dangerous for an expanded streetscape design. The boulevard is 45 MPH with a 15% Pedestrian injury rating. Reducing the boulevard speeds to 35 MPH will lessen pedestrian risk to 50% safer streets.



MASTER PLAN - FOUR BLOCK CONTINUOUS DESIGN OF S SAN VICENTE BLVD



- A BUS HUB
- B CURB INLET MEDIAN
- C SENSORY GARDEN
- D CONTINUOUS BIKE LANE
- E WIDENED STREETSCAPE WITH PARALLEL PARKING
- F PEDESTRIAN ZONE 10'W
- G SCULPTURE GARDEN



2 BUS ZONE



BUS HUB



CYBER CAFE



SENSORY GARDEN



BIKE HUB AND CAFE DINING



CAFE DINING WITH LEAF OVERHEAD STRUCTURE

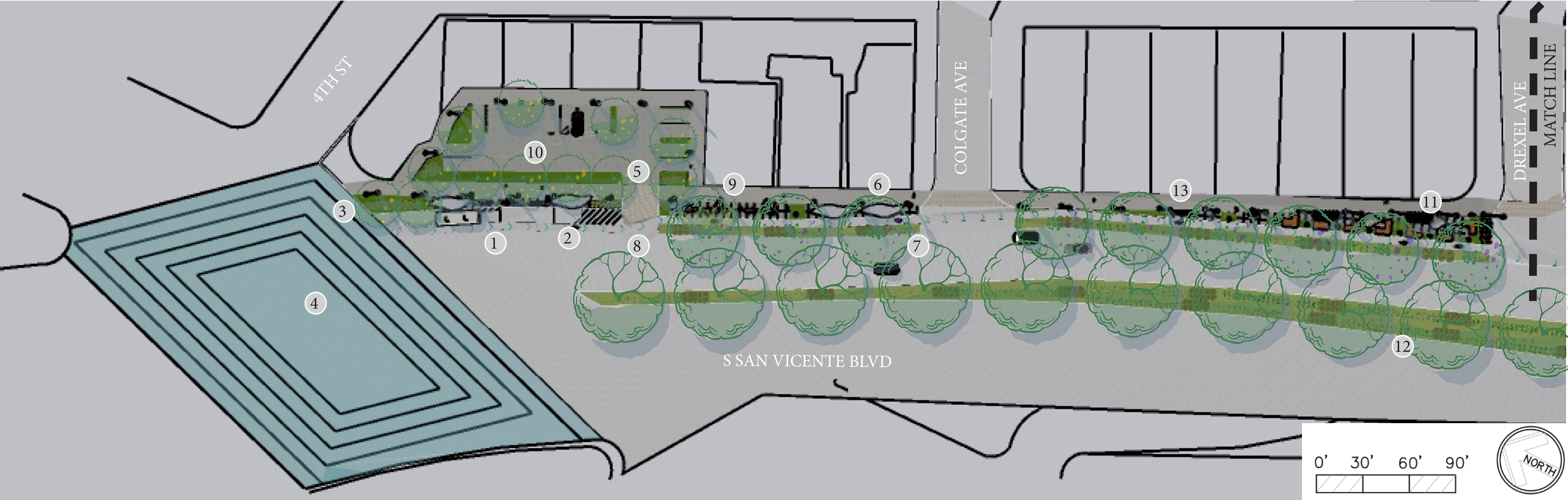


LEAF BENCHES AND OVERHEAD STRUCTURES

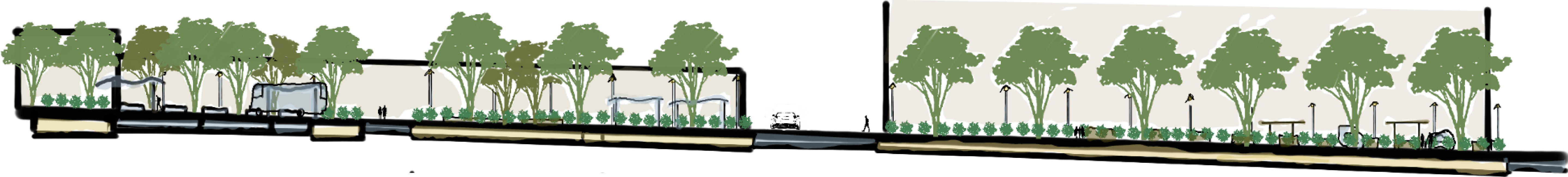


SOUTH ENTRY

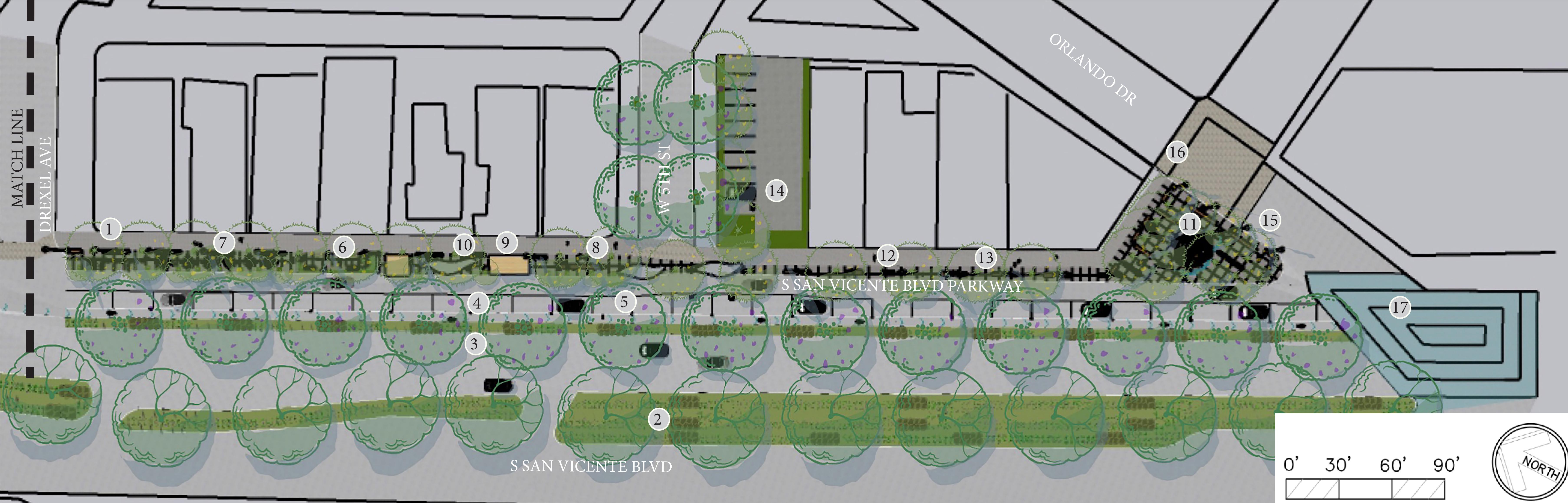
MASTER PLAN - NORTH END PORTION OF S SAN VICENTE



- 1 2 LANE BUS ZONE
- 2 BUS HUB WITH LEAF OVERHEAD STRUCTURES AND BENCHES
- 3 PLANTER WITH MEDIUM TREES
- 4 PERMEABLE PAVING INTERSECTION AND TO SLOW DOWN TRAFFIC
- 5 CROSSWALK PAVING
- 6 LEAF OVERHEAD STRUCTURE AND BENCHES
- 7 6'W BUFFER ZONE
- 8 5'W BIKE LANE
- 9 CYBER HUB WITH PLANTED MEDIUM TREES
- 10 PERMEABLE PARKING LOT 13 PARKING SPACES AND 2 ADA SPACES WITH PLANTERS AND MEDIUM TREES
- 11 SENSORY HEALING GARDEN WITH BENCHES, BOULDERS, OVERHEAD STRUCTURES AND PLANTINGS
- 12 PLANTED MEDIAN WITH CURB INLETS AND LARGE TREES
- 13 10'W PEDESTRIAN ADA ZONE

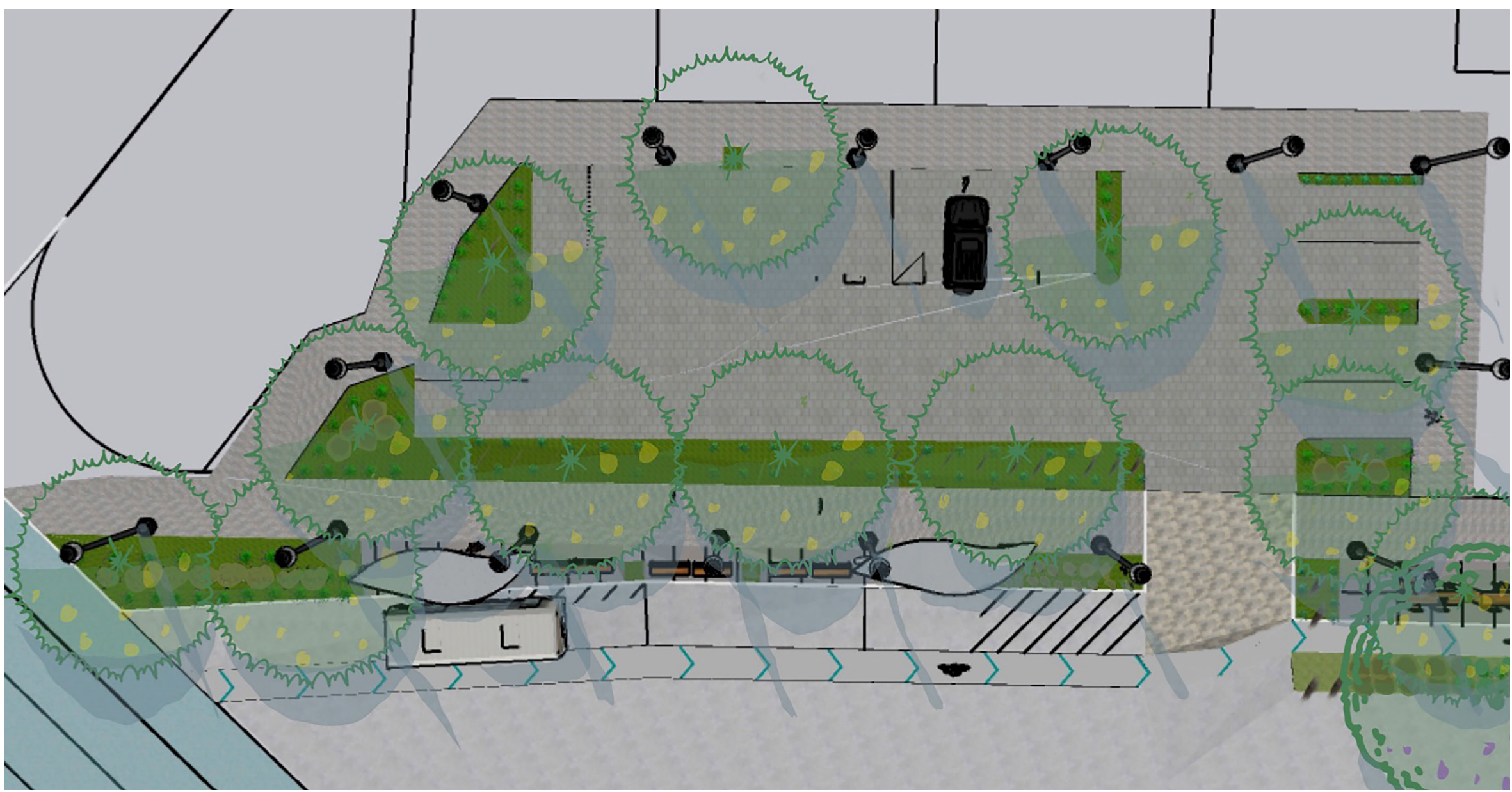


MASTER PLAN - SOUTH END PORTION OF S SAN VICENTE

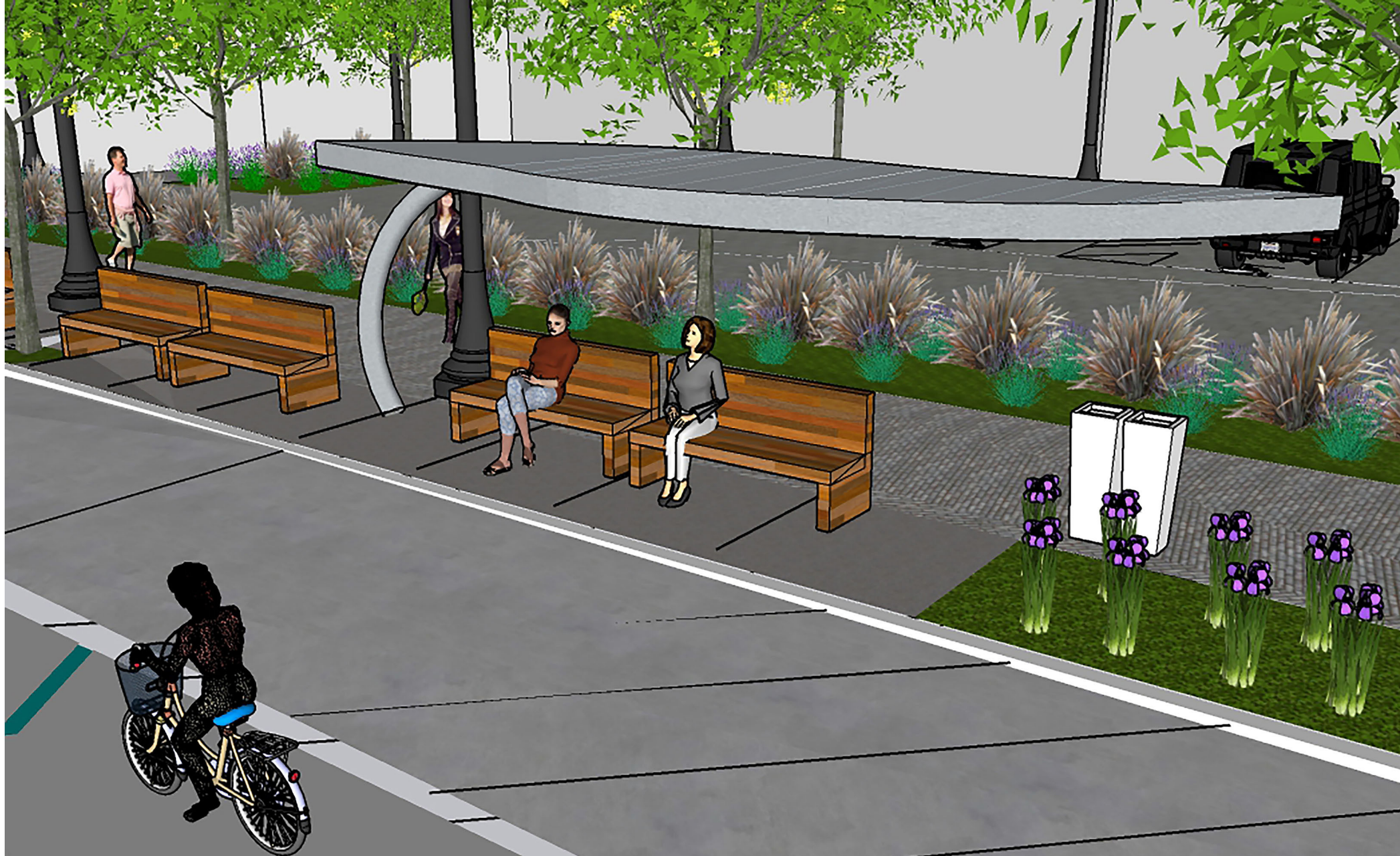


- 1 BIKE HUB
- 2 PLANTED MEDIAN WITH CURB INLETS AND LARGE TREES
- 3 6'W BIKE BUFFER WITH LARGE TREES
- 4 5'W BIKE LANE
- 5 29 PARALLEL PARKING AND 2 ADA SPACES
- 6 DOG PARK
- 7 CAFE DINING WITH SMALL TREES
- 8 CYBER HUB WITH SMALL TREES
- 9 RESTROOM / SHED
- 10 CAFE DINING WITH SMALL TREES
- 11 SCULPTURE GARDEN WITH TREE GRID
- 12 10'W PEDESTRIAN ADA ZONE
- 13 5'W AMENITY ZONE WITH BENCHES AND MEDIUM TREES
- 14 PERMEABLE PARKING LOT
- 15 LIGHT POSTS EVERY 30'
- 16 CROSSWALK PAVER PATTERN
- 17 PERMEABLE PAVING INTERSECTION AND TO SLOW DOWN TRAFFIC

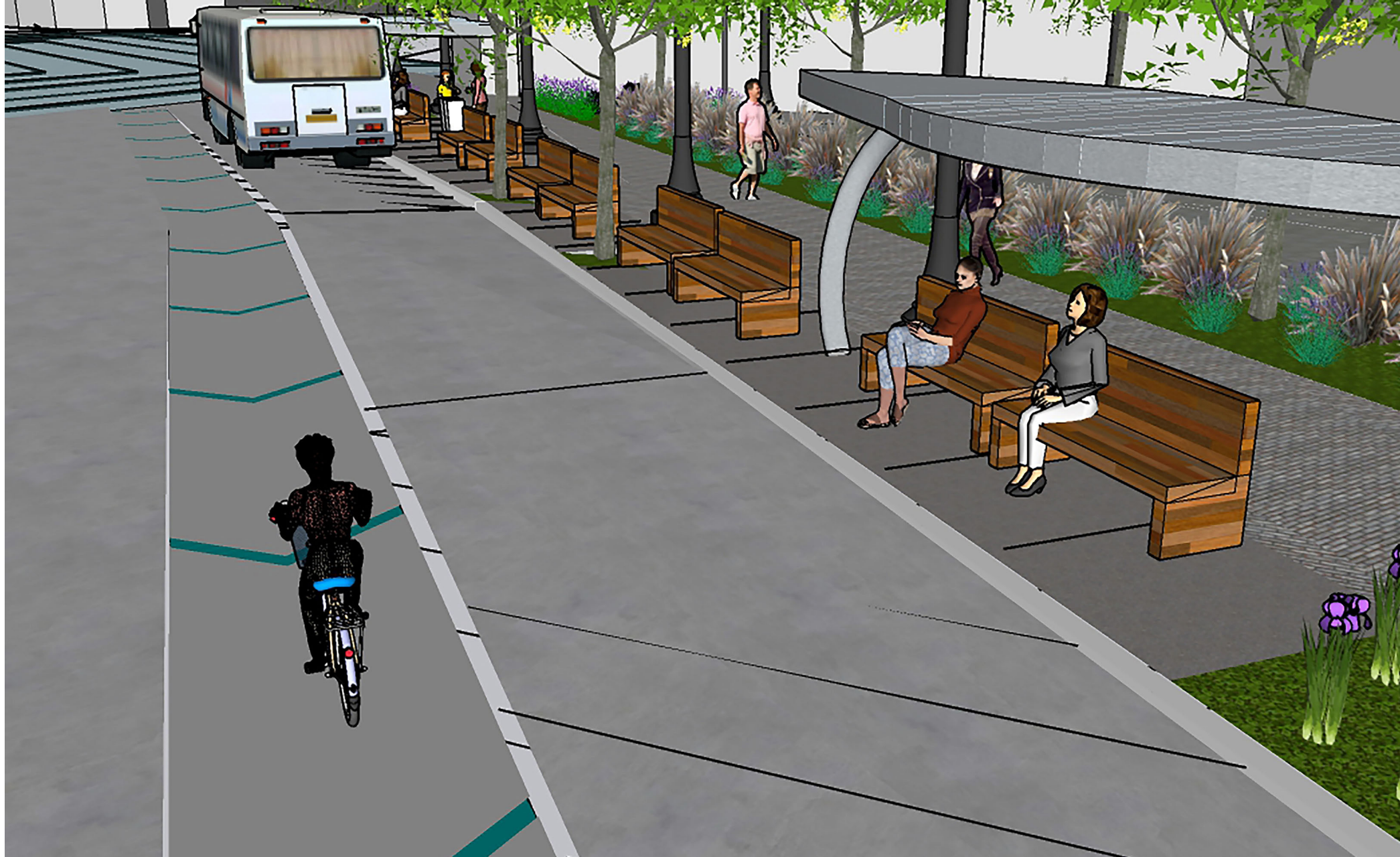




ENLARGEMENT A
BUS HUB / PARKING LOT



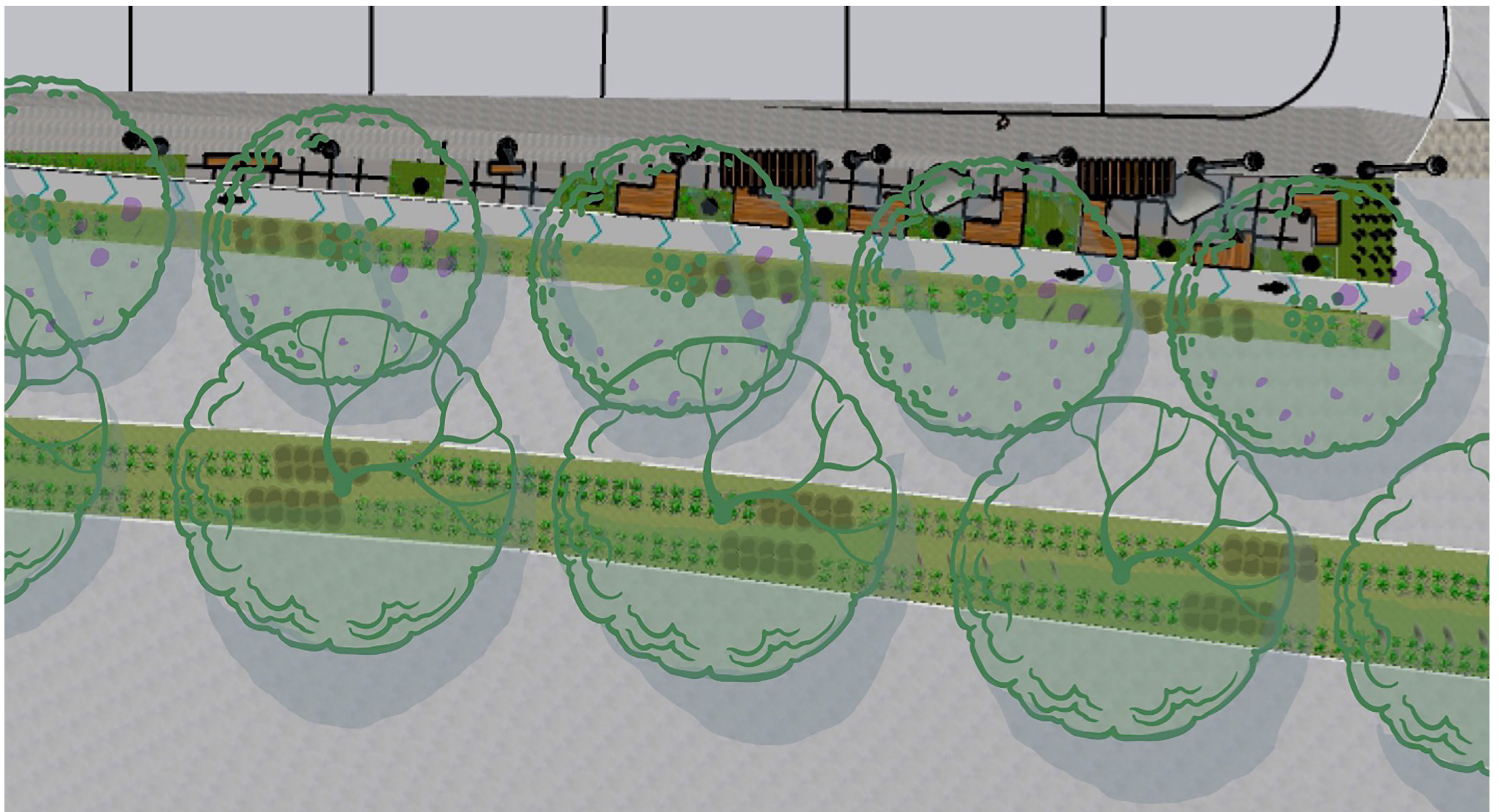
BUS HUB LEAF STRUCTURE



BUS HUB / BIKE LANE / BUS LANE



IRIS GARDEN / PED ZONE



ENLARGEMENT B
SENSORY GARDEN



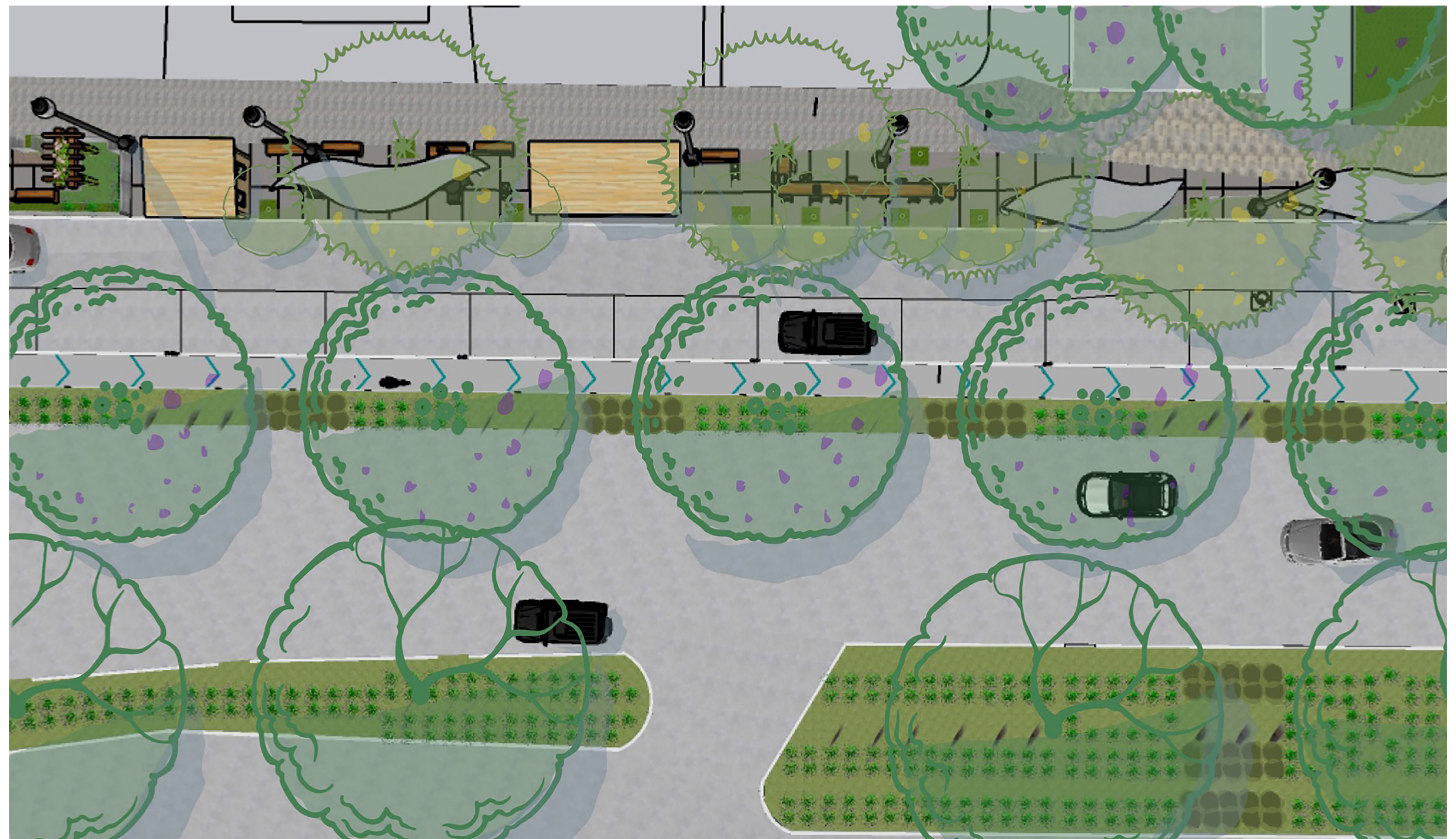
SENSORY GARDEN / BIKE LANE



BENCHES AND WOOD STRUCTURES



SENSORY GARDEN / BIKE LANE



ENLARGEMENT C
DINING / LEAF STRUCTURES



DOG PARK / PARKWAY LANE



CAFE DINING WITH SMALL TREES



LEAF BENCHES AND LEAF STRUCTURES



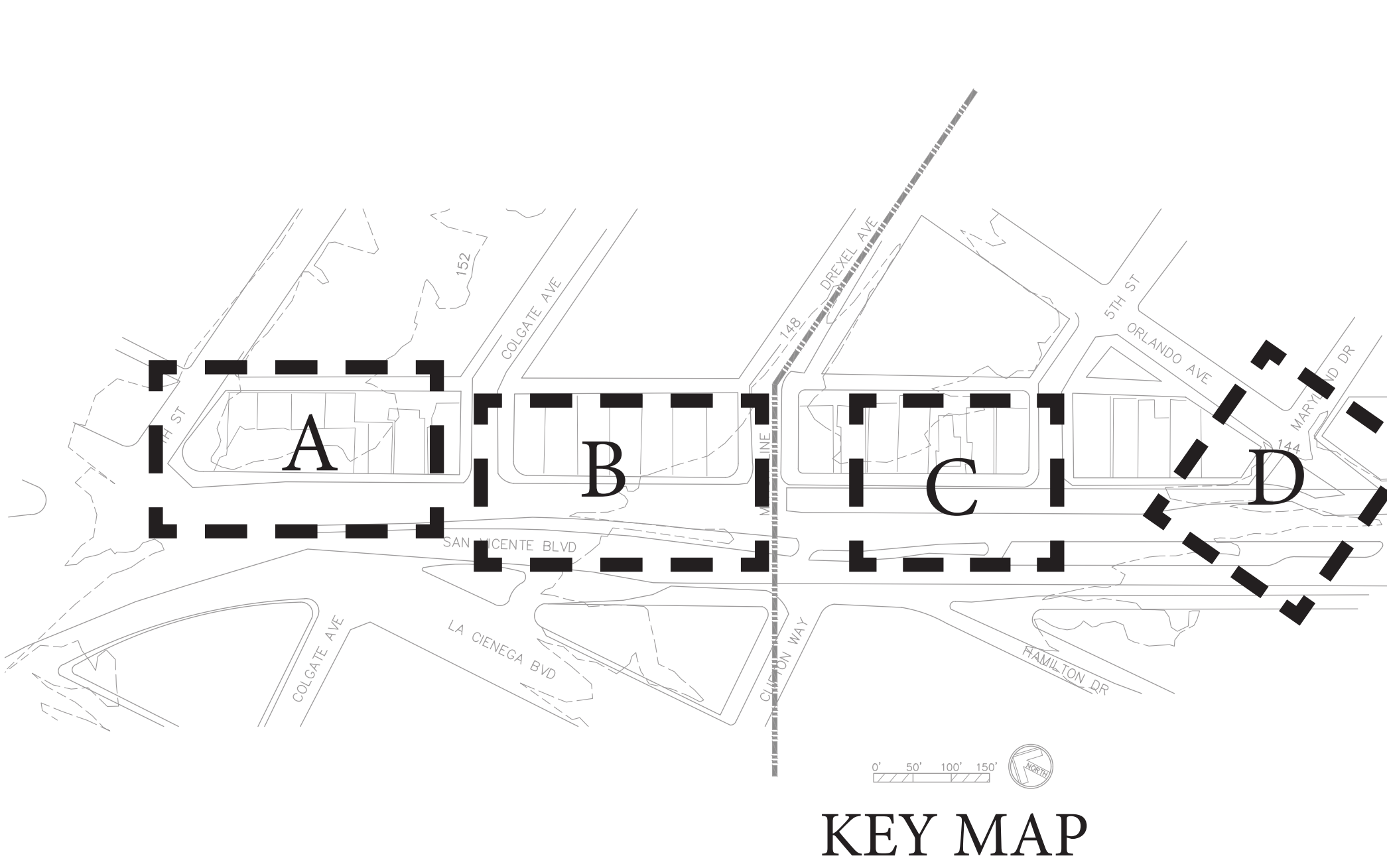
ENLARGEMENT D
SENSORY GARDEN



SCULPTURE GARDEN WITH TILED
RIVER BED AND BOULDERS



SCULPTURE GARDEN WITH
GRID OF MEDIUM TREES



KEY MAP